

REUTERS' TELEGRAMS.
(SUPPLIED TO THE "CHINA MAIL.")

London, 21st September, 1897.

THE EASTERN QUESTION.

The Daily News Correspondent at Rome states that some understanding exists between Russia, Germany, France and Austria about the Levant, and in view of the eventual division of the spoils efforts are being made to induce Italy to join the league.

WEATHER NOTICE

The following notice is issued from the Observatory—
On the 23rd at 11.25 a.m. The barometer has fallen moderately on the E. coast of China, risen slightly on the S. coast, and is in moderate excess in S. China and probably in defect over N. China. Gradients slight on the coast. Forecast: light E. winds; fine.

PATENT MUSIC BOXES, Violins (fine models), Mandolines, and Strings of all kinds. W. Robinson & Co.

TAKING advantage of a recent combination of the Chinese currency in the banks and Kobo, many of the local banks are making an arrangement to give an entertainment for the purpose of thoroughly restoring cordial relations between the Japanese and Chinese in those places.

DISCOUNT at the absence of progress in Formosa, the Formosa Railway Company has decided to reorganise its system with a capital of 3 million yen, asking for a grant of the Taipei-Kelung section of the Government Railway, instead of the 6 per cent subsidy promised.

We understand (says the *China Gazette* of the 18th inst.) that Sir Claude MacDonald, British Minister, and Sir Nicholas J. Hannen, H. B. M.'s Consul-General and Chief Justice, are expected to arrive in Shanghai on the same time early next week, when the Japanese Consul will be pressed to a settlement. We would not be surprised if all four steamers were ordered to the sold to satisfy the claim, which the Chinese refused to recognize.

AMONGST the Imperial gifts to H. E. Chang Chih-tung on the anniversary of his sixtieth birthday, on the 30th of August last, noted in these columns at the time, was a beautiful image of Longevity of solid gold, a solid gold *Joan*—a name for the 500 principal saints of Gautama—a pair of white jade *Joan* or sceptres, and two pieces of *ginseng* weighing together four ounces, worth, owing to size, a goodly sum of money. In addition to the above, a number of scrolls and tablets written by the Emperor and Empress Dowager's own hands, and many pieces of silks and satins destined for H. E.'s wife and family. Knowing the great love for books of H. E. his Imperial Master also presented him with four cases of newly printed books issued by the Imperial Academy and other learned institutions at Peking.—*N.C. Daily News.*

A HONORABLE despatch to Japanese papers, dated August 31, states that President Dole of Hawaii issued instructions on the 25th Aug., to convene a special session of the Hawaiian Senate. The order convening the Senate states that the Treaty for incorporation of Hawaii into the United States having been signed by the two countries' respective representatives of the two countries the Hawaiian Senate is hereby specially convened to meet in the Government at Honolulu, at noon on the 8th September, in order to consider the ratification of the said Treaty and also other public affairs. The Hawaiian Government is said to be opposed to submitting the interpretation of the Japan-Hawaii Treaty and the money qualification of the Japanese emigrants to arbitration, as suggested by Japan, but has agreed to the proposal to appoint Belgium as arbitrator. All the questions at issue, however, with respect to the subjects for arbitration will be submitted to the Senate for decision.

THE Hongkong Chamber of Commerce has returned the anticipated answer in reply to the invitation of the Singapore Chamber to join it in devising a remedy for the fluctuations of exchange. The answer is that the very different positions occupied by the two Colonies render it impossible for combined action to be taken in the direction indicated. The letter from Hongkong runs:—Situated on the borders of the greatest silver-using empire in the world, with which its trade is mainly conducted, it would be wholly impracticable for the Colony to attempt a currency system from China. As we pointed out in our previous article, it was more to be sought for the co-operation of Hongkong, Hongkong and Shanghai are wedded, and necessarily be wedded, to silver, and their only hope of financial change lies in the shadowy prospect of a world-adoption of bimetalism. The time is in such a position that it can effect a change in its standard of currency with the least possible dislocation of its trade and commerce. It is for the merchants, and, after them, the Government, that a resolution, carrying into effect a change of value, is desirable in the interests of the whole community.—*Strait Times.*

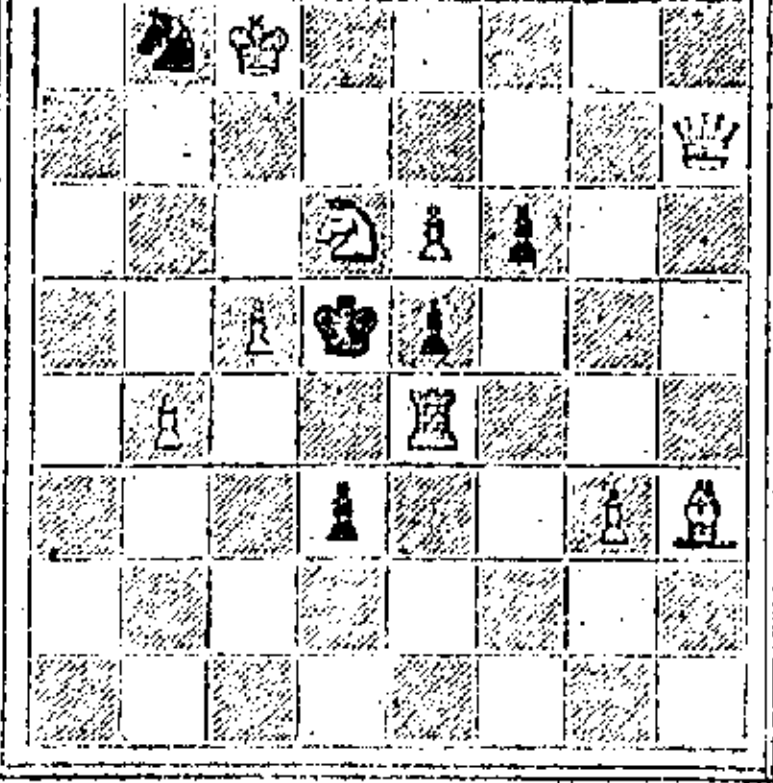
WHEN the ships of the Channel Squadron were being extended to the east, a general quarters on one of the quick-firing gunboats was inadvertently loaded with live instead of with dummy cartridge, and when the gun was fired the shot passed across the Japanese battleship *Fuji*. Fortunately, no one was injured. Apologies and explanations were sent from the Japanese Ministry, and an official inquiry has been ordered into the matter. A naval correspondent at Portland gives the following account of the occurrence:—While the Channel Squadron was exercising "action quarters" a shot was fired from a 12-pounder quick-firing gun of the *Prince of Wales*, which nearly resulted in a serious accident. The *Fuji*, lying at Portland, The crew of the gun were using the *Fuji* as a target for aiming drill, and by some mischance a live cartridge was placed in the gun instead of the usual dummy. On the gun being fired, the shot passed between the *Fuji*'s funnels, and struck the water some hundred yards beyond her. There were many sailors and workmen about the *Fuji*'s decks at the time, and a great commotion ensued. Admiral Stephenson at once sent an officer to explain the cause of the apparent bombardment, and a court of inquiry is to be held to investigate the matter. The mistake is supposed to have occurred through a live projectile being stored in the dummy locker. The Admiralty was so extraordinary that the commander of the British ship was ordered to send a note to the Japanese ship, saying that the shot was fired by mistake, and that the Japanese ship was not to be alarmed.

CHESS COLUMN.
CONDUCTED BY "BLACK BISHOP."

Communications should be addressed, "Chess," Currys Market Office. Original Problems should be accompanied by Solution and Analysis.

The Hongkong Chess Club meets every Monday, Thursday and Friday from four till half-past seven p.m. at Thomas's Grill Room.

Problem No. 62.
By MAX J. MEYER.
Black (6 Pieces.)



White (9 Pieces.)
White to move in two moves.

Solution to Problem No. 58 by Hon. Edward Plunkett.

1. Q-B5 Then if 1. Kt-Q2 2. Kt-B3
1. R-Q4 2. Q-K3
1. B-K2 2. K-Q4
1. R-K3 2. Q-Q4

Hongkong, September 23.

According to the Rules of the Hongkong Chess Club, the chess season begins at the beginning of November in each year and terminates at the end of the following April. As a matter of fact, play has been going on continuously in the club room since October, 1895. Still, though we have not yet closed, the legal time for re-opening is near at hand, and it is to be hoped a suitable programme for the winter's play may soon be arranged. The Secretary would gladly receive suggestions for possible matches as soon as possible. Above all, an International match might be organised. Great Britain, Portugal and Germany should be strong enough to put in representative teams, and good play should result. There may be players among the cricketers who are expected to arrive early, and if so they would be heartily welcomed by the club. Visitors to the Colony, I hope, will take notice of the announcement at the head of this column, and I can assure them that at the time and place named they may always be sure of a game.

Perhaps the easiest way to lose a game of chess is by nervousness. The player who before the winning combination is made is uncertain whether the same thing is liable to his opponent and is naturally excited. The beautiful mate in five that he has in prospect monopolises his attention and so dazes his mental vision that it loses in comprehension as it increases in intensity. If he is wise, now is the occasion to waste time discreetly. Now is the time to light his pipe or do anything he can to distract his concentrated intelligence for half a minute, to still his nerves till he can look steadily again into each corner of the board and weigh fully the possible influence of every strategic plan. More games between experts are lost thus by over-enthusiasm than by neglect. It is not that the loser has seen one thing too little but the other too much, and the remedy is greater delicacy, greater steadiness, and increased determination to make no move that does not win time discreetly. Now is the time to hear upon the whole position. Even Steinmetz lost games at Nuremberg by pawn grabbing at a critical juncture, and lesser players cannot afford to follow out ingenious combinations without careful and full consideration which nervousness so often destroys.

The British Chess Magazine says that when Queen Victoria ascended the throne, Alexander Macdonnell, the brilliant Irish player, had been dead two years; but his great rival, Louis Charles de Laborde, was still alive. He was, then, the foremost figure in English chess-circles. He died in December, 1849, at the early age of 43. After Laborde's death, the chess scene naturally fell into the hands of Howard Staunton, who by his victory over St. Amant, in 1843, became Champion of the World. Old Löwe, Harwitz, Horwitz, and Falkbeer gradually became more or less famous, and, finally, in 1851 Professor Anderssen won chief honours in the International Tournament, and Staunton's reign ended. Then came the palmy days of Bird, Boden, and Buckle, and many others, all young, fervid, and enthusiastic. Then came Morphy, the marvellous chess-genius, with his splendid record of unbroken success. Morphy played brilliant chess, because he played much better chess than those opposed to him. Then came Steinitz with his wonderful play which was one thing, and his wonderful theories which were another. He, in turn, became Chess Champion of the World by defeating Anderssen in 1886, which position he held until his defeat by Lasker in 1894. Since Staunton's time (1843-51) no native Englishman has wielded the Chess-sceptre of the world.

Game No. 152.
Played at Budapest.

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| White. | Black. |
| (M. Tschigorin.) | (C. W. Steindler.) |
| 1. P-K4 | P-K4 |
| 2. P-KB4 | P-Q4 |
| 3. Kt-KB3 | P-KP |
| 4. Kt-P | B-Q3 |
| 5. Q-K2 | Q-K2 |
| 6. P-Q4 | P-KB3 |
| 7. P-K4 | P-K4 |
| 8. B-P4 | B-B3 |
| 9. B-Q4 | B-K3 |
| 10. Castles | Q-K5 |
| 11. B-K5 | Kt-R3 |
| 12. B-R | Kt-Q2 |
| 13. B-P | P-KB3 |
| 14. B-P | R-R4 |
| 15. Kt-B3 | R-R4 |
| 16. Kt-Q5 | K-Q5 |
| 17. Kt-B4 | K-Q5 |
| 18. Kt-Q5 | K-Q5 |
| 19. Kt-Q5 | K-Q5 |
| 20. Kt-Q5 | K-Q5 |
| 21. Kt-Q5 | K-Q5 |
| 22. Kt-Q5 | K-Q5 |
| 23. Kt-Q5 | K-Q5 |
| 24. Kt-Q5 | K-Q5 |
| 25. Kt-Q5 | K-Q5 |
| 26. Kt-Q5 | K-Q5 |

(a) Black should have returned the piece captured in order to obtain a strong attack. 1. Kt-KB3, 2. Q-K3, Castles. 10. P-K4, 11. Q-Q4, 12. Q-Q4, 13. Q-Q4, 14. Q-Q4, 15. Q-Q4, 16. Q-Q4, 17. Q-Q4, 18. Q-Q4, 19. Q-Q4, 20. Q-Q4, 21. Q-Q4, 22. Q-Q4, 23. Q-Q4, 24. Q-Q4, 25. Q-Q4, 26. Q-Q4, 27. Q-Q4, 28. Q-Q4, 29. Q-Q4, 30. Q-Q4, 31. Q-Q4, 32. Q-Q4, 33. Q-Q4, 34. Q-Q4, 35. Q-Q4, 36. Q-Q4, 37. Q-Q4, 38. Q-Q4, 39. Q-Q4, 40. Q-Q4, 41. Q-Q4, 42. Q-Q4, 43. Q-Q4, 44. Q-Q4, 45. Q-Q4, 46. Q-Q4, 47. Q-Q4, 48. Q-Q4, 49. Q-Q4, 50. Q-Q4, 51. Q-Q4, 52. Q-Q4, 53. Q-Q4, 54. Q-Q4, 55. Q-Q4, 56. Q-Q4, 57. Q-Q4, 58. Q-Q4, 59. Q-Q4, 60. Q-Q4, 61. Q-Q4, 62. Q-Q4, 63. Q-Q4, 64. Q-Q4, 65. Q-Q4, 66. Q-Q4, 67. Q-Q4, 68. Q-Q4, 69. Q-Q4, 70. Q-Q4, 71. Q-Q4, 72. Q-Q4, 73. Q-Q4, 74. Q-Q4, 75. Q-Q4, 76. Q-Q4, 77. Q-Q4, 78. Q-Q4, 79. Q-Q4, 80. Q-Q4, 81. Q-Q4, 82. Q-Q4, 83. Q-Q4, 84. Q-Q4, 85. Q-Q4, 86. Q-Q4, 87. Q-Q4, 88. Q-Q4, 89. Q-Q4, 90. Q-Q4, 91. Q-Q4, 92. Q-Q4, 93. Q-Q4, 94. Q-Q4, 95. Q-Q4, 96. Q-Q4, 97. Q-Q4, 98. Q-Q4, 99. Q-Q4, 100. Q-Q4, 101. Q-Q4, 102. Q-Q4, 103. Q-Q4, 104. Q-Q4, 105. Q-Q4, 106. Q-Q4, 107. Q-Q4, 108. Q-Q4, 109. Q-Q4, 110. Q-Q4, 111. Q-Q4, 112. Q-Q4, 113. Q-Q4, 114. Q-Q4, 115. Q-Q4, 116. Q-Q4, 117. Q-Q4, 118. Q-Q4, 119. Q-Q4, 120. Q-Q4, 121. Q-Q4, 122. Q-Q4, 123. Q-Q4, 124. Q-Q4, 125. Q-Q4, 126. Q-Q4, 127. Q-Q4, 128. Q-Q4, 129. Q-Q4, 130. Q-Q4, 131. Q-Q4, 132. Q-Q4, 133. Q-Q4, 134. Q-Q4, 135. Q-Q4, 136. Q-Q4, 137. Q-Q4, 138. Q-Q4, 139. Q-Q4, 140. Q-Q4, 141. Q-Q4, 142. Q-Q4, 143. Q-Q4, 144. Q-Q4, 145. Q-Q4, 146. Q-Q4, 147. Q-Q4, 148. Q-Q4, 149. Q-Q4, 150. Q-Q4, 151. Q-Q4, 152. Q-Q4, 153. Q-Q4, 154. Q-Q4, 155. Q-Q4, 156. Q-Q4, 157. Q-Q4, 158. Q-Q4, 159. Q-Q4, 160. Q-Q4, 161. Q-Q4, 162. Q-Q4, 163. Q-Q4, 164. Q-Q4, 165. Q-Q4, 166. Q-Q4, 167. Q-Q4, 168. Q-Q4, 169. Q-Q4, 170. Q-Q4, 171. Q-Q4, 172. Q-Q4, 173. Q-Q4, 174. Q-Q4, 175. Q-Q4, 176. Q-Q4, 177. Q-Q4, 178. Q-Q4, 179. Q-Q4, 180. Q-Q4, 181. Q-Q4, 182. Q-Q4, 183. Q-Q4, 184. Q-Q4, 185. Q-Q4, 186. Q-Q4, 187. Q-Q4, 188. Q-Q4, 189. Q-Q4, 190. Q-Q4, 191. Q-Q4, 192. Q-Q4, 193. Q-Q4, 194. Q-Q4, 195. Q-Q4, 196. Q-Q4, 197. Q-Q4, 198. Q-Q4, 199. Q-Q4, 200. Q-Q4, 201. Q-Q4, 202. Q-Q4, 203. Q-Q4, 204. Q-Q4, 205. Q-Q4, 206. Q-Q4, 207. Q-Q4, 208. Q-Q4, 209. Q-Q4, 210. Q-Q4, 211. Q-Q4, 212. Q-Q4, 213. Q-Q4, 214. Q-Q4, 215. Q-Q4, 216. Q-Q4, 217. Q-Q4, 218. Q-Q4, 219. Q-Q4, 220. Q-Q4, 221. Q-Q4, 222. Q-Q4, 223. Q-Q4, 224. Q-Q4, 225. Q-Q4, 226. Q-Q4, 227. Q-Q4, 228. Q-Q4, 229. Q-Q4, 230. Q-Q4, 231. Q-Q4, 232. Q-Q4, 233. Q-Q4, 234. Q-Q4, 235. Q-Q4, 236. Q-Q4, 237. Q-Q4, 238. Q-Q4, 239. Q-Q4, 240. Q-Q4, 241. Q-Q4, 242. Q-Q4, 243. Q-Q4, 244. Q-Q4, 245. Q-Q4, 246. Q-Q4, 247. Q-Q4, 248. Q-Q4, 249. Q-Q4, 250. Q-Q4, 251. Q-Q4, 252. Q-Q4, 253. Q-Q4, 254. Q-Q4, 255. Q-Q4, 256. Q-Q4, 257. Q-Q4, 258. Q-Q4, 259. Q-Q4, 260. Q-Q4, 261. Q-Q4, 262. Q-Q4, 263. Q-Q4, 264. Q-Q4, 265. Q-Q4, 266. Q-Q4, 267. Q-Q4, 268. Q-Q4, 269. Q-Q4, 270. Q-Q4, 271. Q-Q4, 272. Q-Q4, 273. Q-Q4, 274. Q-Q4, 275. Q-Q4, 276. Q-Q4, 277. Q-Q4, 278. Q-Q4, 279. 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Q-Q4, 370. Q-Q4, 371. Q-Q4, 372. Q-Q4, 373. Q-Q4, 374. Q-Q4, 375. Q-Q4, 376. Q-Q4, 377. Q-Q4, 378. Q-Q4, 379. Q-Q4, 380. Q-Q4, 381. Q-Q4, 382. Q-Q4, 383. Q-Q4, 384. Q-Q4, 385. Q-Q4, 386. Q-Q4, 387. Q-Q4, 388. Q-Q4, 389. Q-Q4, 390. Q-Q4, 391. Q-Q4, 392. Q-Q4, 393. Q-Q4, 394. Q-Q4, 395. Q-Q4, 396. Q-Q4, 397. Q-Q4, 398. Q-Q4, 399. Q-Q4, 400. Q-Q4, 401. Q-Q4, 402. Q-Q4, 403. Q-Q4, 404. Q-Q4, 405. Q-Q4, 406. Q-Q4, 407. Q-Q4, 408. Q-Q4, 409. Q-Q4, 410. Q-Q4, 411. Q-Q4, 412. Q-Q4, 413. Q-Q4, 414. Q-Q4, 415. Q-Q4, 416. Q-Q4, 417. Q-Q4, 418. Q-Q4, 419. Q-Q4, 420. Q-Q4, 421. Q-Q4, 422. Q-Q4, 423. Q-Q4, 424. Q-Q4, 425. Q-Q4, 426. Q-Q4, 427. Q-Q4, 428. Q-Q4, 429. Q-Q4, 430. Q-Q4, 431. Q-Q4, 432. Q-Q4, 433. Q-Q4, 434. Q-Q4, 435. Q-Q4, 436. Q-Q4, 437. Q-Q4, 438. Q-Q4, 439. Q-Q4, 440. Q-Q4, 441. Q-Q4, 442. Q-Q4, 443. Q-Q4, 444. Q-Q4, 445. Q-Q4, 446. Q-Q4, 447. Q-Q4, 448. Q-Q4, 449. Q-Q4, 450. Q-Q4, 451. Q-Q4, 452. Q-Q4, 453. Q-Q4, 454. Q-Q4, 455. Q-Q4, 456. Q-Q4, 457. Q-Q4, 458. Q-Q4, 459. 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Q-Q4, 550. Q-Q4, 551. Q-Q4, 552. Q-Q4, 553. Q-Q4, 554. Q-Q4, 555. Q-Q4, 556. Q-Q4, 557. Q-Q4, 558. Q-Q4, 559. Q-Q4, 560. Q-Q4, 561. Q-Q4, 562. Q-Q4, 563. Q-Q4, 564. Q-Q4, 565. Q-Q4, 566. Q-Q4, 567. Q-Q4, 568. Q-Q4, 569. Q-Q4, 570. Q-Q4, 571. Q-Q4, 572. Q-Q4, 573. Q-Q4, 574. Q-Q4, 575. Q-Q4, 576. Q-Q4, 577. Q-Q4, 578. Q-Q4, 579. Q-Q4, 580. Q-Q4, 581. Q-Q4, 582. Q-Q4, 583. Q-Q4, 584. Q-Q4, 585. Q-Q4, 586. Q-Q4, 587. Q-Q4, 588. Q-Q4, 589. Q-Q4, 590. Q-Q4, 591. Q-Q4, 592. Q-Q4, 593. Q-Q4, 594. Q-Q4, 595. Q-Q4, 596. Q-Q4, 597. Q-Q4, 598. Q-Q4, 599. Q-Q4, 600. Q-Q4, 601. Q-Q4, 602. Q-Q4, 603. Q-Q4, 604. Q-Q4, 605. Q-Q4, 606. Q-Q4, 607. Q-Q4, 608. Q-Q4, 609. Q-Q4, 610. Q-Q4, 611. Q-Q4, 612. Q-Q4, 613. Q-Q4, 614. Q-Q4, 615. Q-Q4, 616. Q-Q4, 617. Q-Q4, 618. Q-Q4, 619. Q-Q4, 620. Q-Q4, 621. Q-Q4, 622. Q-Q4, 623. Q-Q4, 624. Q-Q4, 625. Q-Q4, 626. Q-Q4, 627. Q-Q4, 628. Q-Q4, 629. Q-Q4, 630. Q-Q4, 631. Q-Q4, 632. Q-Q4, 633. Q-Q4, 634. Q-Q4, 635. Q-Q4, 636. Q-Q4, 637. Q-Q4, 638. Q-Q4, 639. Q-Q4, 640. Q-Q4, 641. Q-Q4, 642. Q-Q4, 643. Q-Q4, 644. Q-Q4, 645. Q-Q4, 646. Q-Q4, 647. Q-Q4, 648. Q-Q4, 649. Q-Q4, 650. Q-Q4, 651. Q-Q4, 652. Q-Q4, 653. Q-Q4, 654. Q-Q4, 655. Q-Q4, 656. Q-Q4, 657. Q-Q4, 658. Q-Q4, 659. Q-Q4, 660. Q-Q4, 661. Q-Q4, 662. Q-Q4, 663. Q-Q4, 664. Q-Q4, 665. Q-Q4, 666. Q-Q4, 667. Q-Q4, 668. Q-Q4, 669. Q-Q4, 670. Q-Q4, 671. Q-Q4, 672. Q-Q4, 673. Q-Q4, 674. Q-Q4, 675. Q-Q4, 676. Q-Q4, 677. Q-Q4, 678. Q-Q4, 679. Q-Q4, 680. Q-Q4, 681. Q-Q4, 682. Q-Q4, 683. Q-Q4, 684. Q-Q4, 685. Q-Q4, 686. Q-Q4, 687. Q-Q4, 688. Q-Q4, 689. Q-Q4, 690. Q-Q4, 691. Q-Q4, 692. Q-Q4, 693. Q-Q4, 694. Q-Q4, 695. Q-Q4, 696. Q-Q4, 697. Q-Q4, 698. Q-Q4, 699. Q-Q4, 700. Q-Q4, 701. Q-Q4, 702. Q-Q4, 703. Q-Q4, 704. Q-Q4, 705. Q-Q4, 706. Q-Q4, 707. Q-Q4, 708. Q-Q4, 709. Q-Q4, 710. Q-Q4, 711. Q-Q4, 712. Q-Q4, 713. Q-Q4, 714. Q-Q4, 715. Q-Q4, 716. Q-Q4, 717. Q-Q4, 718. Q-Q4, 719. Q-Q4, 720. Q-Q4, 721. Q-Q4, 722. Q-Q4, 723. Q-Q4, 724. Q-Q4, 725. Q-Q4, 726. Q-Q4, 727. Q-Q4, 728. Q-Q4, 729. Q-Q4, 730. Q-Q4, 731. Q-Q4, 732. Q-Q4, 733. Q-Q4, 734. Q-Q4, 735. Q-Q4, 736. Q-Q4, 737. Q-Q4, 738. Q-Q4, 739. Q-Q4, 740. Q-Q4, 741. Q-Q4, 742. Q-Q4, 743. Q-Q4, 744. Q-Q4, 745. Q-Q4, 746. Q-Q4, 747. Q-Q4, 748. Q-Q4, 749. Q-Q4, 750. Q-Q4, 751. Q-Q4, 752. Q-Q4, 753. Q-Q4, 754. Q-Q4, 755. Q-Q4, 756. Q-Q4, 757. Q-Q4, 758. Q-Q4, 759. Q-Q4, 760. Q-Q4, 761. Q-Q4, 762. Q-Q4, 763. Q-Q4, 764. Q-Q4, 765. Q-Q4, 766. Q-Q4, 767. Q-Q4, 768. Q-Q4, 769. Q-Q4, 770. Q-Q4, 771. Q-Q4, 772. Q-Q4, 773. Q-Q4, 774. Q-Q4, 775. Q-Q4, 776. Q-Q4, 777. Q-Q4, 778. Q-Q4, 779. Q-Q4, 780. Q-Q4, 781. Q-Q4, 782. Q-Q4, 783. Q-Q4, 784. Q-Q4, 785. Q-Q4, 786. Q-Q4, 787. Q-Q4, 788. Q-Q4, 789. Q-Q4, 790. Q-Q4, 791. Q-Q4, 792. Q-Q4, 793. Q-Q4, 794. Q-Q4, 795. Q-Q4, 796. Q-Q4, 797. Q-Q4, 798. Q-Q4, 799. Q-Q4, 800. Q-Q4, 801. Q-Q4, 802. Q-Q4, 803. Q-Q4, 804. Q-Q4, 805. Q-Q4, 806. Q-Q4, 807. Q-Q4, 808. Q-Q4, 809. Q-Q4, 810. Q-Q4, 811. Q-Q4, 812. Q-Q4, 813. Q-Q4, 814. Q-Q4, 815. Q-Q4, 816. Q-Q4, 817. Q-Q4, 818. Q-Q4, 819. Q-Q4, 820. Q-Q4, 821. Q-Q4, 822. Q-Q4, 823. Q-Q4, 824. Q-Q4, 825. Q-Q4, 826. Q-Q4, 827. Q-Q4, 828. Q-Q4, 829. Q-Q4, 830. Q-Q4, 831. Q-Q4, 832. Q-Q4, 833. Q-Q4, 834. Q-Q4, 835. Q-Q4, 836. Q-Q4, 837. Q-Q4, 838. Q-Q4, 839. Q-Q4, 840. Q-Q4, 841. Q-Q4, 842. Q-Q4, 843. Q-Q4, 844. Q-Q4, 845. Q-Q4, 846. Q-Q4, 847. Q-Q4, 848. Q-Q4, 849. Q-Q4, 850. Q-Q4, 851. Q-Q4, 852. Q-Q4, 853. Q-Q4, 854. Q-Q4, 855. Q-Q4, 856. Q-Q4, 857. Q-Q4, 858. Q-Q4, 859. Q-Q4, 860. Q-Q4, 861. Q-Q4, 862. Q-Q4, 863. Q-Q4, 864. Q-Q4, 865. Q-Q4, 866. Q-Q4, 867. Q-Q4, 868. Q-Q4, 869. Q-Q4, 870. Q-Q4, 871. Q-Q4, 872. Q-Q4, 873. Q-Q4, 874. Q-Q4, 875. Q-Q4, 876. Q-Q4, 877. Q-Q4, 878. Q-Q4, 879. Q-Q4, 880. Q-Q4, 881. Q-Q4, 882. Q-Q4, 883. Q-Q4, 884. Q-Q4, 885. Q-Q4, 886. Q-Q4, 887. Q-Q4, 888. Q-Q4, 889. Q-Q4, 890. Q-Q4, 891. Q-Q4, 892. Q-Q4, 893. Q-Q4, 894. Q-Q4, 895. Q-Q4, 896. Q-Q4, 897. Q-Q4, 898. Q-Q4, 899. Q-Q4, 900. Q-Q4

NOTICES TO CONSIGNEES.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM SWANSEA, LIVERPOOL AND SINGAPORE.

THE Company's Steamship *Conifer*, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Kowloon, where they may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before Noon on the 25th Instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Tuesday, the 25th Instant, at 3 p.m.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 25th Instant will be subject to rent.

Bills of Lading will be countersigned by HOLLIDAY, WISE & Co., Agents.

Hongkong, September 21, 1897. 1886

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, VENICE, PORT SAID, SUEZ, JEDDAH, SUKIM, MASSAWAH, HOEDEDA, ADEN, KURRACHEE, COLOMBO, PENANG & SINGAPORE.

THE Steamship *Uscia*, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., where delivery may be obtained.

This Vessel brings on Cargo—
From Calcutta, ex s.s. *Polina* transhipped at Colombo. From Trieste, ex s.s. *Imperator* transhipped at Bombay. From Venice, ex s.s. *Carolina* and *Oris*, transhipped at Trieste.

Optional Cargo will be discharged here unless notice to the contrary be given before Noon, To-morrow.

No Cargo ex s.s. *Imperator* will be delivered before Average Bond is signed by Consignees.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 18th Instant will be subject to rent.

Bills of Lading will be countersigned by SANDER & Co., Agents.

Hongkong, September 19, 1897. 1882

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER BRINDISI.

FROM BOMBAY AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out by Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 25th Instant, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no Claims will be recognized.

H. A. RITCHIE, Superintendent.

Hongkong, September 19, 1897. 1876

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER MIRZAPUR.

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out by Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 25th Instant, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no Claims will be recognized.

H. A. RITCHIE, Superintendent.

Hongkong, September 19, 1897. 1876

NOTICE TO CONSIGNEES.

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H. A. RITCHIE, Superintendent.

Hongkong, September 19, 1897. 1876

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Hongkong, September 19, 1897. 1876

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H. A. RITCHIE, Superintendent.

Hongkong, September 19, 1897. 1876

Shipping.

Steamers.

NIPPON YUSEN KAISHA.
JAPAN-AUSTRALIAN LINE.
MONTHLY SERVICE.

(Under Mail Contract.)

FOR THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE.

The Co.'s Steamship *Tokio Maru*, Captain E. W. HASWELL, will be dispatched for the above Ports on FRIDAY, the 24th Instant, at 4 p.m.

This Steamer is fitted with Superior Passenger Accommodation and carries a duly-qualified Doctor and a Stewardess.

For Freight or Passage, apply to NIPPON YUSEN KAISHA.

Hongkong, September 10, 1897. 1893

NIPPON YUSEN KAISHA.

JAPAN-BOMBAY LINE.

MONTHLY SERVICE.

(Under Mail Contract.)

FOR KOBE AND YOKOHAMA.

The Co.'s Steamship *Myoko Maru*, Captain J. L. GORDON, will be dispatched for the above Ports on FRIDAY, the 24th Instant, at 4 p.m.

For Freight or Passage, apply to NIPPON YUSEN KAISHA.

Hongkong, September 17, 1897. 1893

NIPPON YUSEN KAISHA.

JAPAN-BOMBAY LINE.

MONTHLY SERVICE.

(Under Mail Contract.)

FOR SINGAPORE, HAVRE AND HAMBURG.

(Calling at NAPLES for landing Passengers if sufficient inducement offers.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL AND BREMEN.)

The Steamship *Enio*, Captain OSMUNDSEN, will be dispatched for the above Ports on SATURDAY, the 25th Instant, at 4 p.m.

For Freight or Passage, apply to SIEMSEN & Co., Agents.

Hongkong, September 17, 1897. 1863

NIPPON YUSEN KAISHA.

JAPAN-BOMBAY LINE.

MONTHLY SERVICE.

(Under Mail Contract.)

FOR SINGAPORE, COLOMBO AND BOMBAY.

The Co.'s Steamship *Myoko Maru*, Captain R. NICHOL, will be dispatched for the above Ports on TUESDAY, the 28th Instant, at Noon.

For Freight or Passage, apply to NIPPON YUSEN KAISHA.

Hongkong, September 17, 1897. 1861

NIPPON YUSEN KAISHA.

JAPAN-EUROPE LINE.

MONTHLY SERVICE.

(Under Mail Contract.)

FOR KOBE AND YOKOHAMA.

The Co.'s Steamship *Kanagawa Maru*, Captain J. MCKENZIE, will be dispatched for the above Ports on TUESDAY, the 28th Instant, at 4 p.m.

This Steamer is fitted with Superior Accommodation for First-class and Second-class Passengers, and is lighted by Electricity throughout.

A duly qualified Doctor is carried.

For Freight or Passage, apply to NIPPON YUSEN KAISHA.

Hongkong, September 21, 1897. 1885

NIPPON YUSEN KAISHA.

JAPAN-EUROPE LINE.

MONTHLY SERVICE.

(Under Mail Contract.)

FOR LONDON AND LIVERPOOL, VIA STRAITS AND COLOMBO.

(Taking Cargo at through rates for GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)

The Co.'s Steamship *Myoko Maru*, Captain H. WELLS JONES, will be dispatched for the above Ports on or about TUESDAY, the 28th Instant.

For Passage, &c., apply to HOLLIDAY, WISE & Co., Agents.

Hongkong, September 22, 1897. 1893

NIPPON YUSEN KAISHA.

JAPAN-EUROPE LINE.

MONTHLY SERVICE.

(Under Mail Contract.)

FOR SHANGHAI, KOBE AND YOKOHAMA.

The Co.'s Steamship *Calcutta Maru*, Captain DURAND, will be dispatched for the above Ports on or about TUESDAY, the 28th Instant.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, September 21, 1897. 1891

NIPPON YUSEN KAISHA.

JAPAN-EUROPE LINE.

MONTHLY SERVICE.

(Under Mail Contract.)

FOR NEW YORK VIA SUEZ CANAL.

The Steamship *Myoko Maru*, Captain T. HANSEN, Master, will be dispatched for the above Port on or about the 5th October.

To be followed by the Steamship *Saint Ninian*, on or about the 26th October.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, September 20, 1897. 1894

NIPPON YUSEN KAISHA.

JAPAN-EUROPE LINE.

MONTHLY SERVICE.

(Under Mail Contract.)

FOR SHANGHAI, KOBE AND YOKOHAMA.

The Co.'s Steamship *Calcutta Maru*, Captain DURAND, will be dispatched for the above Ports on or about the 5th October.

To be followed by the Steamship *Saint Ninian*, on or about the 26th October.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, September 20, 1897. 1894

Shipping.

Steamers.

NIPPON YUSEN KAISHA.
HONGKONG-VLADIVOSTOK LINE.
MONTHLY SERVICE.

FOR VLADIVOSTOK, VIA SHANGHAI, CHEFOO, CHEMULPO, NAGASAKI, FUSAN AND GENSAN.

The Co.'s Steamship *Souda Maru*, Captain C. OLSEN, will be dispatched as above on FRIDAY, the 24th Instant, at 4 p.m.

For Freight or Passage, apply to NIPPON YUSEN KAISHA.

Hongkong, September 14, 1897. 1844

NIPPON YUSEN KAISHA.

HONGKONG-VLADIVOSTOK LINE.

MONTHLY SERVICE.

(Under Mail Contract.)

FOR NEW YORK VIA SUEZ CANAL.

The Steamship *Myoko Maru*, Captain T. HANSEN, Master, will be dispatched for the above Ports on or about the 5th October.

To be followed by the Steamship *Saint Ninian*, on or about the 26th October.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, September 20, 1897. 1894

NIPPON YUSEN KAISHA.

HONGKONG-VLADIVOSTOK LINE.

MONTHLY SERVICE.

(Under Mail Contract.)

FOR SHANGHAI, CHEFOO, CHEMULPO, NAGASAKI, FUSAN AND GENSAN.

The Co.'s Steamship *Souda Maru*, Captain C. OLSEN, will be dispatched as above on FRIDAY, the 24th Instant, at 4 p.m.

For Freight or Passage, apply to NIPPON YUSEN KAISHA.

Hongkong, September 14, 1897. 1844

NIPPON YUSEN KAISHA.

HONGKONG-VLADIVOSTOK LINE.

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For Freight or Passage, apply to NIPPON YUSEN KAISHA.

Hongkong, September 14, 1897. 1844

Mails.

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Per (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & H'ulu).

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & H'ulu).

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & H'ulu).

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & H'ulu).

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & H'ulu).

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & H'ulu).

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